

HAWAIIAN GAZETTE

FREDERICK O. MATHESON

EDITOR

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CHARLES S. CRANE, Manager.

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TO BUSINESS MAN AND OTHERS.

A prominent mainland business man, name unmentioned, is quoted yesterday as being opposed to the suspension of the coastwise law because he is "not willing to see our passengers and freight carried in foreign bottoms." The prominent business man in this will find that Honolulu is a unit in also not desiring to see our freights carried in foreign bottoms. No one except the very few ever said that anyone wanted that. No one, even the few who say so, ever believed that Honolulu or any number of them ever wanted such a thing.

If, however, the prominent business man, unnamed, will compare our condition, so far as traveling facilities are concerned, with the conditions existing in his home city, he will readily appreciate how we want to have the passenger carriers taken down until, through subsidy or through any other cause, there will be enough American boats to handle the travel.

Would this prominent business man stand silent if there were trains running through his city, practically empty, on which his townfolk or visitors could not ride, while the ticket offices were thronged with people ready to pay extra for seats in a few trains that stopped for passengers? Would he sit down satisfied if people from other cities wanted to come and spend money in his town and were not allowed to come? Would he stand it? Not if he is the prominent "business man" he is said to be. He would get all the other prominent business men together, and in some way they would plan out a method of transportation for everyone to reach his city who wanted to reach it, even if he had to bring them in on Japanese hacks. He would, at the same time, work for better railroad conditions on those lines allowed to handle the passengers to and from his city, just as all Honolulu are ready and willing to do what they can to bring about the passage of a subsidy law that will bring the American merchant marine up to the size required to handle, not only the Honolulu business, but also a good part of the business of the world.

"BEAST AND THE JUNGLE."

Judge Ben Lindsey, of Denver, known as the "Children's Judge" throughout all America, is publishing a part of his biography in Everybody's Magazine. These chapters from his life deal with his fight against entrenched graft, throwing a great light upon the difficulties that are encountered by those rash enough to attempt to lift a city's government out of the mire of graft, political dirt and the sordid conditions that follow the indifference of the average voter. The series of articles is worth reading by those who would form some idea of conditions as they actually exist in some American cities.

Judge Lindsey points out how officials, apparently entrapped, escape their deserts through having equally guilty friends in power to help them, the reformer having to contend against graft both inside and outside. He points out how the gambling graft in a city like Denver is worth fifty thousand dollars a year, sufficient to tempt lawyers high in professional circles. He intimates how jury verdicts are obtained; how in some instances the private lives of the jurymen are gone into by the police grafters and the elicited facts held over the jurors' heads and made a basis for a whitewash decision; how other jurors render verdicts of a whitewash character because a verdict of guilty would bring trouble upon friends implicated but not charged; how judges "stand in"; how, in fact, the ones daring to expose "the ring" in Denver, are made the victims of the attacks of the press, the friends of the ring and of those who can see nothing behind a fight against graft but counter-graft or spite.

As a lifting of the curtain upon what have been the conditions in Denver, the "Beast and the Jungle" series is worth reading.

TOURISTS AND TRANSPORTATION.

The San Francisco Examiner reports that the tourist traffic of Southern California has increased to such an extent this winter that the Southern Pacific railroad will put on an extra fast train to accommodate it. The train will be equipped with parlor cars, diner and observation cars only, and will be known as the "Shore Line Limited."

What would the people of Southern California do if they had this extra business offering and were refused train accommodation to handle it? What if they were told that the Southern Pacific would not be allowed to carry passengers to Los Angeles, and that the Santa Fe alone could do business? Supposing, further, that the Santa Fe could not handle the traffic and made no attempt to do so, on the contrary putting all its rolling stock into service to other points, and advised people to cut out Los Angeles?

Wouldn't there be a howl? Wouldn't Southern Californians try to get a service via Mexico if the American lines discriminated against her? Would the people stand for it? They would not. They would bring those tourists in if they had to extend a Mexican line to do it, and there would be no fit-throwing about protecting the American flag, either.

Hawaii is the only part of the Union that is supposed to get the worst of it from the law and from American transportation companies and say that she likes it.

A LOSING FIGHT.

The frantic efforts of the opponents of coastwise suspension to stave off the inevitable would be almost pathetic if they were not so amusing and in some instances so ungrammatical. If the will of the people carries any weight, the fight against suspension of the coastwise shipping laws is a losing fight, even though the anti-suspensionists are the only real, true, dyed-in-the-wool and yard-wide Americans and all others are only imitations. The people of the community have declared themselves in favor of allowing travelers to and from Hawaii to travel by vessels flying foreign flags, until such time as American steamship companies shall furnish adequate passenger accommodations. All the commercial bodies of Honolulu have gone on record as favoring coastwise suspension.

Of course, all this is unpatriotic and un-American, and the only true patriots are those who wave the flag frantically above their heads and prate, parrot-like, "Let no man come to Hawaii except in an American ship." But, perhaps, if the coastwise shipping laws are suspended so that real, true Americans who want to come to Hawaii can get passage to the Islands, the Territory will fill up with patriots.

THE LEAL VERDICT.

The grand jury has gone to an extreme length in its exoneration of the chief of detectives. The vindication ought to satisfy him and his friends, both on and off the jury. The Advertiser does not presume to criticize either the jury or its verdict. If the members of it are satisfied; if they are happy in the consciousness of a public duty well performed, that is all that is necessary. Sheriff Jarrett, we are convinced, is satisfied on his part that he has done the public a service, and he has the satisfaction of a clear conscience. Thus everyone is satisfied: Leal, because he has been vindicated; Jarrett, because he has a new chief of detectives; the jury, because they know they have lived up to their oath, and the general public because another disagreeable incident appears to be closed.

ZELAYA NOT SO WELL.

President Zelaya of Nicaragua is apparently more afraid of the United States marines than he is of his own countrymen. He has been able to bamboozle the latter for many years and bluff his way through difficulties when he had only Nicaragua to confront. But simultaneously with the announcement that some of Uncle Sam's big, new battleships are getting ready to go to sea comes the report that Zelaya is ready to flee the country. Probably he has concluded that the climate of Nicaragua at this season of the year is bad for his health and that he would really feel much better just now in Paris.

Uncle Sam is a good natured chap, but when he gets his finger up it isn't wise for the presumptuous dictator of a mongrel republic to stand in his way.

AN OBJECT LESSON.

There has been for years, and may be indefinitely, a pronounced opposition on the mainland to every form of ship subsidy. The theory of those composing this opposition is that such a subsidy would be "simply putting money in the pockets of shipbuilders and shipowners," that it means taxing the many for the few, and that it would not serve the purpose for which it is intended. Some of the more radical opponents of ship subsidy go so far as to say, or at least to intimate, that so long as our commerce is carried it makes little difference to us whether it is carried in American or foreign bottoms.

Touching upon the President's declaration at Seattle that he would recommend a certain form of ship subsidy, or more properly of subvention, to congress, the New York Sun's Washington correspondent quotes the following passage from a report made recently to the state department by Consul-General Anderson of Rio Janeiro:

As a result of more or less aid from the governments concerned, within the past three years there has been developed between the east coast of South America and the several countries of Europe, notably Great Britain, Germany, France, and Italy, a service of fast modern ships, the least of them of fourteen knots speed, which has come to be a prominent factor in the foreign commerce of that coast with the rest of the world. The number of such ships entering and clearing from the port of Rio Janeiro from and to Europe has doubled in the last three years.

Commenting upon this, the correspondent points out that there are now passenger, freight and mail connections between Europe and Rio Janeiro about sixteen times a month, the trip being made in twelve to fifteen days, whereas between New York and Rio Janeiro there are about two such connections a month, the run being made on an average of about eighteen and a half days. "In other words, transportation facilities between the United States and the east coast of South America, with its already large and rapidly increasing demand for imported products, are slow and inadequate, while despatch to and from Europe is made on an average of four times a week by vessels of speed."

It is hardly necessary to go farther than to present the imports of the four nations of the east coast of South America from all countries and from the United States in order to make clear the necessity for the step that President Taft is advocating now before congress. Of the \$272,972,736 worth of goods imported by Argentina only \$35,537,004 worth comes from the United States. Of the \$177,450,000 that Brazil spends annually on imports, only \$16,973,694 is spent in the United States. Our share of Uruguay's \$34,618,804 expenditures on foreign merchandise is but \$3,134,694, while we get \$53,229 of the \$3,929,724 that Paraguay spends abroad.

The same condition prevails in the Orient. Great Britain, with her superior merchant marine, captures the bulk of the trade, with the United States far down on the list of exporters. Trade follows the flag, but it is the flag that flies on the ships.

Chief of Detectives-to-be McDuffie will enter the force again with a clear field before him, to make a record for himself one way or the other. He is familiar with police conditions; he knows the temptations that beset a scantily-paid official; he has seen what follows a lapse from the line of strict duty. That he will make good is the sincere wish of The Advertiser, a wish that is coupled with the belief that he will. There may have been a time in the police history of Honolulu when a lapse from strict honesty on the part of a police officer was generally condoned; there are yet apologists for and defenders of graft in the city, but enough has been done and said within the past four years to show that honesty is decidedly the best policy. Every honest man is not rewarded according to his deserts and every rogue has not been exposed, but enough of each have to prove the rule.

The brazen audacity of the Bulletin in suggesting that Leal be appointed sheriff is only equaled by the bold attack that paper makes upon English grammar in attempting to express itself.

Last week Hilo was praying for rain. Judging from results, it might be worth while for Hilo to pray for good roads and a new board of supervisors.

"Who will Beers appoint deputy?" inquires the Hilo Tribune in big, black type. The grammar is worthy of the editorial columns of the Bulletin.

The newspaper business on the Big Island is booming. The Hawaii Herald has a typesetting machine and the Kohala Midget now uses boiler-plate.

SHIBUSAWA GAVE THANKS TO HOSTS

(Continued from Page One.)

condition of the Japanese laborers and the conditions under which they are working.

As to the grand tour of the mainland Baron Shibusawa said the members of the party had little time to gather details of impressions of any city, owing to their short stay in each. The present trip was taken with a view to cultivating better and more friendly relations between Japan and America and to develop the commercial intercourse of the two nations.

"I think the American people who received us," said the Baron, "understood our purpose and I believe the result of our visit will be beneficial both to us and to them and be of great mutual advantage. San Francisco was the last place at which we stopped on the mainland. To the people there I stated that plans should be made to bring us both in closer touch industrially and socially. I believe this visit of ours will bring about a better understanding between the two nations and aid in advancing the prosperity of each."

Advices Friendly Relations.

K. Otani, president of the Yokohama Chamber of Commerce, a man respected for his financial attainments as well as highly as Baron Shibusawa, stated at the conclusion of the day's wanderings that he and his associates considered that the American people had a very friendly feeling toward the Japanese, like that of a father for his son, or a teacher for his pupil. That such was the prevailing feeling in America the commissioners had felt, because they found the American people open-hearted and apparently had held no secrets from them. The commissioners knew that they could use that knowledge to their own advantage, feeling that the American people would approve. The Americans, he said, are treating the Japanese as their friends. This feeling should be reciprocated by the Japanese in some way. The two nations can help each other to their mutual advantage. His advice to all Japanese is to live on the most friendly terms with the people among whom they are residing.

If Citizens, Be Good Citizens.

K. Midzuno, Consul General of Japan at New York, on learning of Editor Sheba's advocacy of an amalgamation of the races in Hawaii, agreed fully with that policy. During a conversation in the afternoon, Mr. Sheba told him that the wage question was settled and it no longer exists. Mr. Sheba informed him that his paper, the Hawaii Shippo, intended to work for the assimilation of the races in Hawaii. The Japanese children, who are to be given the right to vote when they are of age, must be thoroughly Americanized and American in their ideas and in their loyalty to the Stars and Stripes. They should not enjoy the franchise and at the same time be Japanese subjects at heart. They must throw off all

glance to Japan and be Americans in spirit when they enjoy the full rights of citizenship. They must be severed from their mother country in the same way as English, Germans, French or any other nationality. These people become Americans at heart. Only under such conditions can the Japanese be expected to be treated like citizens. Mr. Sheba said that this would be the policy of the Shippo. Mr. Midzuno agreed with this policy in every particular and added a word of encouragement.

Where Is Friction?

K. Nezu, member of parliament and a trustee of the Tokio Chamber of Commerce, agreed with the remarks of Mr. Otani with reference to the friendly spirit prevailing between the two nations. He was also pleased that the labor troubles had come to an end and that the Japanese people are contributing toward the general industrial development of the islands. He was pleased to learn that in the manufacture of soy and sake many of the materials used were grown in the islands, a feature which would materially add to the wealth of the Territory. This was right, as otherwise the Japanese could not improve their condition.

As to the relations between America and Japan, he asked the question, "What is this friction that we hear about?" He laid it to the yellow journals and could explain it in no other way. He believed the two nations could help each other.

Composed Poem on Pali.

While the commissioners were gazing out over the magnificent country of windward Oahu from the Pali, Messrs. Midzuno and Iwaya, the latter being known in the literary world as Sazanaki, composed a poem about the wonders of the Pali. It was short, but is said to be very beautiful in the original.

Pupil of Professor Scott.

T. Watase, proprietor of the Tokio Plant, Seed and Improvement Company, greatly regretted that he failed to meet his former instructor, Prof. M. M. Scott, the latter having taught in one of the government schools in Japan thirty years ago. Mr. Watase spoke in the highest terms of his former instructor.

Old Men in Party.

There are several very old men in the party, two being over seventy years of age and three between the ages of sixty and seventy. The younger members of the party, as well as many of their hosts, have wondered at the vitality and vigor shown by these aged men in keeping up the pace set in the thirteen thousand mile journey. The health of the whole party has been exceptionally good during the entire trip.

Answering British inquiries, the president of the New York Board of Aldermen says there are practically no unemployed in New York.

GRIFT is the leading candidate of the Republicans for governor of California, with Charles F. Derry second.

NEW SYSTEM IS WELCOMED

Higher Wage Association Organ Claims a Victory for the Agitators.

In their comments on the new policy of the planters' association, all the local Japanese papers are complimentary. Even the Nippu Jiji, the boldest adherent of the higher wage association, comments favorably, but stillifies its words of praise for the action by giving all the credit to the agitators of the recent strike and to itself.

In its edition of November 30, the Jiji says in part: "The Nippu Jiji welcomes the new contract system. Although the terms are not those asked higher wage association turned up, but not a single representative of any of the labor bodies. The meeting was a complete and deplorable fiasco."

The Jiji also reports that on some of the plantations the Japanese were dissatisfied with the action of the planters, but both the Shippo and the Chronicle emphatically deny this report.

The correspondents of the Shippo on both Hawaii and Kauai state that when the news was wireless over and spread broadcast by means of the telephone, it was greeted everywhere with much rejoicing and loud banzais.

A Special Edition.

On the afternoon of November 29, the Shippo got out a special edition to announce the good news. In an editorial on December 2, the Shippo says: "The announcement made by the planters' association is a victory for the conservative Japanese element that stood, through the strike, for peaceful methods and deprecated the work of thoughtless agitators."

"The consequences of the rash acts advocated by the agitators were to cause a bad feeling between the planters and the laborers, such as should never have existed and, indeed, had no reason to exist."

for by the higher wage association, it shows that the hopes of 70,000 Japanese are soon to be realized. It is a confession by the planters that they were not rendering adequate compensation to the laborers."

"Nationality now makes no difference, nor will it in the future. The strike has opened the eyes of the planters. This action opens the door for further improvements, and the Japanese on the Hawaiian Islands must work for these further improvements. The introduction of the new schedule predicts higher wages later on."

Under the heading, "Victory for 70,000 Japanese," the Nippu Jiji also says: "The cause that we have fought for has been won. It is a great victory for righteousness and will lead to further victories if the Japanese will combine and work together for their own interests."

"The credit is claimed by the odious traitors, but the resolution passed by the six newspapers had nothing to do with the planters' decision."

Compared to Treaties.

Under date of December 1, the Jiji also says: "It is announced by the planters' association that laborers will be paid in accordance with the amount of work they do. This grand victory of the higher wage association may be compared to the treaties between Japan and European countries, by which all Japanese are received and respected as much as the citizens of those countries. We have fought for recognition by the planters, and we have won it."

"Now, even where Japanese laborers are getting \$24 a month, such as at Kohala and Hamakua, they, too, can claim a bonus."

Meeting Was a Frost.

The Nippu Jiji called a general meeting of the officers of the higher wage association and the twenty Japanese labor unions that are represented in Honolulu. The six officers of the

Peacemakers Won.

"The advocates of peace did what they could to act as peacemakers between the laborers and the planters, and the outcome shows that their efforts were successful. We advise the laborers to stay with their work, to do the very best work they can, so that they may regain the esteem of their employers and contribute to the development of the sugar industry, instead of hampering and impeding it."

"We know that the planters were projecting a raise in the wage scale and, had there been no strike, this concession would have been granted some time ago, without the loss of all the money that went to the strike fund."

Belongs to the Past.

"But this belongs to the past. Yet the strike taught a good lesson. No strike, originated by an outside element and started without previous preparation and absolute right on the side of the strikers, is ever a success. Also the Japanese have lost prestige and many European laborers have been impeded to take their places. To ignore the laws of a country in which you reside and to disturb the order of the community is merely to pour oil on the flames of the anti-Japanese feeling."

"Let this be a warning to stay by your work faithfully and thus enrich yourselves by obtaining the greatest benefit from the bonus system."

Cooperate with Planters.

The Japanese Chronicle says: "The new policy of the planters assures every Japanese laborer at least \$23 a month, with a good chance of making much more if he is industrious."

"The Japanese laborers will now work with a renewed interest and free from any anxiety for the future. This is what the six newspapers advocated and the concession has been granted to them as representing the conservative element among the Japanese and the real wishes of the laborers, when unaffected by agitators."

"We call on all Japanese to cooperate with the planters for the perfection of the system, so that every man may

EUROPE OPEN TO OUR PINES

Merchants of Hamburg, Germany, Turn Toward Hawaii for Preserved Product.

All Europe has suddenly opened up before the pineapple growers of Hawaii as a prospective market place for their product. As a foothold, the German free port of Hamburg is seeking the fruit, and after the failure of the products of other pineapple-producing countries to satisfy the demand there, either in quality or quantity, Hamburg merchants have turned their eyes toward Hawaii.

This information reached here yesterday in a letter from the state department to Acting Governor Mott-Smith, forwarding to him a report of the American consul-general at Hamburg, Robert P. Skinner. Skinner gives in detail the requirements of the manufacturers and merchants of Hamburg, some of which the local shippers might not be able to comply with, but which will probably be waived.

At present, says Skinner, Germany receives the bulk of her pineapples from Singapore, and some from the islands of the Antilles, West Indies. Minute directions as to where, how and when to ship them are contained in the report, which is given below. It but remains to the pineapple growers of Hawaii to take what is offered to them and extend their trade over another continent.

The report, in full, is as follows:

"Responsible importers in Hamburg have applied at this office for the addresses of first-class exporters of Hawaiian pineapples preserved in their own juice, without syrup, for which, it is asserted, a considerable market already exists, and one which can be greatly expanded whenever the Hawaiian fruit packers make the direct connections necessary to place their product on sale at favorable terms."

"It is known in this market that an entirely satisfactory quality of pineapple preserves is prepared in the Hawaiian Islands. Some shipments have reached the Hamburg market, via San Francisco, through numerous middlemen, whereby the price has elevated the product to such a level as to restrict the demand. If responsible producers can be found, prepared to ship to German importers direct, it is believed that the cost price, delivered, could be reduced from 20 to 30 per cent."

"The fruit must be packed in cases of twenty-four cans, of a gross weight of two and a half or three pounds each, the contents being canned in their own juice, and without syrup. Only entire fruit with the core should be shipped."

"The duty on the canned fruit is 75 marks per 100 kilos (\$17.85 per 220 pounds) when imported from the United States, and to avoid the payment of this high duty the goods are received in the Hamburg free port and there stored until purchasers are found, whereupon the contents of the cans are emptied into barrels and, in barrels, enter the custom zone upon the payment of only four marks (\$0.952) per 100 kilos. It appears to be impossible to ship preserved pineapples in barrels over long distances."

"If large quantities of Hawaiian pineapples are to be sold in Hamburg, the price, delivered c.i.f., should not exceed thirteen marks (\$3.064) per 100 kilos."

"German manufacturers of preserves in sugar have expressed a demand for fruits in its own juice of really good quality, a demand which is covered by the product now imported from Singapore. A better grade of fruit arrives from Guadeloupe and Martinique, but the production of these islands is small and is absorbed chiefly in France. The price, moreover, of preserved pineapples from the Antilles is so high that German manufacturers prefer to use fresh fruit."

"The following houses should be consulted in this connection, having already applied to me for information which would enable them to get into correspondence with the actual packers of Hawaiian pineapples:

"Verlag des Gordan, Gustav-Freytagstr. 10, Hamburg.

"Richard Tadesco, Luisenhof, Hamburg.

"Wieschorn & Ludolph, bei den Muhren 74-75, Hamburg."

(Sgd.) ROBERT P. SKINNER,

Consul-General.

The letter is dated November 3.

CIVIC FEDERATION TO CONSIDER COASTWISE SUSPENSION

A special meeting of the Civic Federation will be called by W. R. Castle for Tuesday or Wednesday of this week, for the purpose of considering the re-adoption of the coastwise suspension resolution adopted by the Federation about a year ago. There is no doubt but that the resolution will once more be favored by a heavy majority.

Last year, when the resolution was adopted, it was cabled in full to Washington. It is the plan to have this course followed again this year. The members stood last year about in the ratio of one hundred to one in favor of coastwise suspension.

The sentiment appears to be general throughout the community that the interest of Hawaii demands the temporary suspension of the laws which are now keeping tourists away from Hawaii and preventing business who are on the coast from returning home.

get the best returns for his work. The fact that day laborers receive a less bonus than those who contract, should be a great inducement to undertake contracts and to make those contracts pay.